

Amendments to the Specification

## SPECIFICATION

### TITLE OF THE INVENTION:

Please replace the title with the following amended title:

### MULTI-FUNCTION ILLUMINATING DISPLAY FOR A MOTOR VEHICLE

### ~~COMBINATION ILLUMINATING INVERSE FUNCTION POWER INDICATOR AND A BRAKE LIGHT~~

### CROSS REFERENCE TO RELATED APPLICATIONS (Not applicable)

#### **Background of the Invention**

01. This invention relates to automotive lighting systems and signals, and more particularly to automotive lights and illuminating signals visible to a driver of a following vehicle.

#### **02. Description of the Prior Art.**

Please replace paragraph [03] with the following amended paragraph [03]:

03. The use of a myriad of motor vehicle safety lighting signals and systems is known in the prior art. However rear end collisions have always been and continue to be a major driving hazard regardless of all prior art and the efforts of all automotive regulatory agencies. Automotive [[manufactures]] manufacturers have improved the visibility and placement of present day illuminated automotive signal lights, however as most motor vehicle drivers have experienced, the brake lights of a lead vehicle, regardless of how visible they are, can illuminate with no advance warning or reason visible to a following vehicle driver. Even if a driver of a

following vehicle is maintaining a reasonable following distance between his vehicle and a lead vehicle, many factors influence the reaction time of the following vehicle driver to the red brake light indication of the lead vehicle.

There are many examples of inventive means disclosed in the crowded prior art intended to mitigate the danger of motor vehicle rear end collision collisions.

Please replace the paragraph number [04] with amending paragraph number [04]:

04. A first example is U.S. Pat. No. 3,676,844 issued to Hendrickson on July 11, 1972 discloses an automotive vehicle signal light warning method that signals two conditions to a following vehicle driver to wit: the under power and not under power condition of the vehicle.
- a. Bartilucci, in U.S. Pat. No. 5,663,707, issued Sep. 2, 1997, discloses signal lights of green, red, and yellow light emitting diodes, visible through a rearview window of a vehicle, and operated by electrical signals from a vehicle accelerator pedal, brake pedal, transmission, and turn signals.
  - b. U.S. Pat. No. 3,846,748, issued to Hopwood on Nov. 5, 1974, discloses a signaling system and sensor comprised of a mercury switch sensitive to acceleration, deceleration, and constant motion with associated signaling lights to indicate acceleration or deceleration of a vehicle.

Please replace paragraph [c] with the following amended paragraph [c]:

- c. Arnold, in U.S. Pat. No. 6,486,744 6,486,774 issued Nov. 26, 2002, discloses a vehicular deceleration warning system that includes an accelerator pedal pressure sensor and a visual signal means.
- d. U. S. Pat. No. 4,970,493, issued to Yim on Nov. 13, 1990, discloses a lighting system for a motor vehicle with electrical switches that can be removably attached to the accelerator and brake pedal; pressure on said accelerator pedal illuminates a green light and removal of said pressure lights an amber light.

- e. Francis, in U.S. Pat. No. 5,663,706, issued on Sep. 2, 1997, discloses an automotive alert system with a rearward facing light that illuminates when both the brake pedal and accelerator pedal are released

Please replace paragraph [05] with the following amended paragraph [05]:

05. However, none of the above-cited references, taken in whole or in part, anticipate, render obvious, suggest or even implies imply the concept of this new, novel, and unique combination illumination device comprised of an inverse function illuminating engine power indicator, and a brake light [.], unique directional lights, and parking lights that cooperate with one another.

## SUMMARY OF THE INVENTION

Please delete paragraph [06] that starts with “A first embodiment”

Please replace deleted paragraph [06] with amended paragraph [10]:

06. ~~A first embodiment of this instant invention is an illumination device intended for automotive use that combines an inverse function illuminating engine power level indication and a standard brake light indication. The illuminating engine power level indication is inverse because it displays an increase in illumination corresponding to a decrease in the monitored or measured engine power, with a maximum of light displayed indicating a minimum of engine power. Alternately, the engine power monitor function of the combination illumination device displays decreasing amounts of illumination with increasing amounts of the monitored engine power.~~

Please replace paragraph [07] with the following amended paragraph [07]:

07. The illuminating display of choice for this combination illuminating device ~~engine power meter and brake light~~ is a segmented horizontal display, ~~although a segmented display in a circular, rectangular, or other shape with a translucent combination lens~~

and cover, could be used. An electronic circuit with an analog dc voltage input from a throttle position sensor controls the power display function of this combination-illuminating device. The input voltage from a throttle position sensor conducts through a normally closed relay contact that will open when a vehicle speed control is switched to an on or energized condition preventing operation of the engine power function of the display when the vehicle speed is automatically controlled. [[, Said]] The circuit allows for adjusting and setting a top of range power point and a bottom of range power point. The top power point is that selected engine power level above which there is no illumination of the display segments, and below which the display starts illuminating. As engine power decreases below the top selected point the center segment of the display illuminates. A first incremental decreases decrease in engine power below that point causes the second segments, segments on both sides and adjacent the center segment, to illuminate. A second incremental decrease in engine power causes the third segments, segments on both sides and adjacent the second segments to illuminate. This process repeats until the power level decrease decreases to or below the bottom of range selected and adjusted power point. At or below the bottom selected power point all segments of the segmented power function display are illuminated.

08. The electronic circuit provides for different values of resistance in series with the display segments. The different values of resistance cause the center display segments of the engine power indication to illuminate at a relatively dim or decreased value of illumination. The second segments on both sides of the center segment illuminate at a noticeable increase in illumination relative to the center segment, and the third segments on both sides of the second segments illuminate at a higher value of lumens relative to the second segments, and so on, until the final left and right end segments of the display illuminate at a level just noticeably below that of illuminated brake lights.

Please replace paragraph [09] with the following amended paragraph [09]:

09. The electronic circuit also provides time delays between the illumination of the center segment and the transcending pairs of segments [[.]] of the upper horizontal row of red LEDs that function as an engine power indication, and time delays between the ascending illuminations of the dual-color red/amber LEDs of the lower row directional signal indication. These time delays are provided so that a human eye can see the increasing or decreasing illumination number of illuminating segments of the engine power display in defined steps at a time when engine power is abruptly changed from high to low, or low to high [[.]], and see a step by step increase in the length of the red/amber directional signal indication when a turn is signaled. The electronic circuit also causes the brake light function of the combination illumination device to have priority over the engine power function of the device. A brake circuit voltage input to said electronic circuit causes the engine power level indication function to cease, and causes all segments of the display to illuminate at full brake light intensity simultaneously, until the brake light voltage input is removed from said electronic circuit. Removal of the brake light circuit input allows the illuminating display to once again display engine power level.

Please replace paragraph [10] with the following amended paragraph:

10. The A-second embodiment of this invention is an illuminating device comprised of multiple two rows of illuminating segments, one above the other, with one or more rows the top row of segments dedicated to operate as a combined engine power and brake light, and one or more rows the lower row of segments dedicated to function as a combination park light and left and right turn signals directional lights. A brake light function, with primary priority over the engine power level function, would will illuminate the top row of rows of segments used for engine power indication as a brake light when the vehicle brakes are applied. A directional light function, with secondary priority over the power level function, would will cause the power level function to cease operation so long as a turn is signaling, and the brake is not applied.

If the brake is applied at the same time a turn is signaling, the top row or rows of segments that display engine power ~~would~~ will illuminate as a brake light, and the lower row or rows of segments dedicated as combination park and directional lights ~~would~~ will operate as a directional light on the signaled side, and as a park light on the non signaled side. A manually operated electrical switch is provided that will change the color of the dual-color LEDs used in the directional light display from red to amber when amber colored directional lights are required.

Please delete paragraph [11] that starts with 'A third embodiment'.

11. ~~A third embodiment of this invention is an illuminating device comprised of one or more rows of illuminating segments comprising an illuminating segmented display that varies the amount of illumination as an inverse function of engine power, where the amount of illumination decreases as a function of increasing engine power, and where the amount of illumination increases as a function of decreasing engine power. A maximum of illumination is displayed at a selectable minimum engine power point, and a minimum of illumination is displayed a selectable maximum engine power point. No illumination is displayed above the set maximum engine power point. An electronic circuit that is part of the illuminating device controls the illumination of the display segments as a function of a dc analog voltage input from a vehicle throttle position sensor.~~

## BRIEF DESCRIPTION OF THE DRAWINGS

Please replace paragraph [12] with the following amended paragraph [12]:

12. Fig 1A is a front view of the housing and display a first embodiment of [[the]] this invention with a typical electronic control circuit. and Fig. 1B is a side view of the housing and display.

Please replace paragraph [13] with the following amended paragraph [13]:

13. Fig. 2A, 2B, 2C, and 2D comprise [[is]] a view of a typical electronic control circuit for the a-second embodiment of [[the]] this invention.

Please delete paragraph [14]:

14. ~~Fig. 3 is a front view of a third embodiment of the invention with a typical electronic control circuit.~~

## **DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENTS**

Please delete paragraph [15] that starts with “The present invention”:

15. ~~The present invention is an illuminating device for use on a motor vehicle. The first embodiment of the invention, as disclosed in Fig. 1, is comprised of an inverse function illuminating engine power indicator combined with a break light. A dc voltage from a vehicle throttle position sensor is input to the electronic circuit at 10, conducts through the normally closed side of contact 20 to input pin 5 of dot/bar display drivers 16 and 17. Potentiometer R1 at 22 is adjusted for a selected high end voltage to be applied at the top end of an internal voltage divider in second bar/dot driver 17. Variable resistor R4 at 24 is adjusted for a low end voltage and applied to the low end of the internal voltage divider in first bar/dot driver 16 at pin 4. The high end of the voltage divider in first bar/dot driver 16 at pin 6 is connected to the low end of bard/dot driver 17 at pin 4, electrically connecting the voltage dividers of bar/dot drivers 16 and 17 in series. The selected high and low end voltages applied to bar/dot drivers 16 and 17 determine the input voltage range that will operate the ten driver outputs each of bar/dot drivers 16 and 17. The outputs of drivers 16 and 17 are connected to the anodes of the light emitting diode loads, (herein after LEDs), between the current adjusting resistors 9 and LEDS 8. This connection causes the outputs of the bar drivers to switch the LEDs to on with no input, or a low input on pin 5 of bar dot drivers 16 and 17. As the input voltage at 10 increases above the~~

~~selected low end voltage of bar driver 16, the first output of driver 16 at pin 4 is switched to on, and LEDs 20 A&B on the left and right end of display 25 are de-energized. Increasing input voltage at 10 will turn off the LEDs in sequence from a first and a second end of display 25, working in to the center of display 25. Input voltage 10 above the high end set point voltage 22 will turn on all outputs of drivers 16 and 17 and turn off all LEDs in display 25. Decreasing the dc input voltage at 10 down to the top of range set point will turn off the top display driver output pin 10 of bar/dot driver 17 illuminating the center segments of display 25. Further decreases in input 10 voltage will turn off more bar/dot driver 17 and 16 outputs and illuminate more display segments adjacent both sides of the center display segment.~~

Please delete paragraph [16] that starts with "Automotive":

~~16. Automotive break circuit voltage applied to relay K1 at 7 would energize K1 and operate first form "C" contact 20. Operation of form "C" contact 20 will remove the throttle position sensor voltage from dot/bar driver inputs 5 and connect said inputs 5 to system common 6. Connection of dot/bar driver input pins 5 to system common 6 would de-energize all bar driver outputs from 16 and 17 and illuminate all LEDs 8 in the display simultaneously. Operation of the second form "C" contact 19 of relay 18 will change the dc voltage supply to the LEDs at 11 and 12 from V3+(5 vdc) to V2+(7 vdc) illuminating all LEDS in display 25 at full or brake light intensity.~~

Please replace paragraph [17] with the following amended paragraph [17]:

~~17. The second embodiment of the invention is a multi-function display for a motor vehicle disclosed in Figs. 1A and B and in [[Fig.]] Figs. 2[[.]] -A, 2-B, 2-C, & 2-D. Two horizontal rows of light emitting diodes, herein after LEDs, with series current limiting resistors are depicted one above the other in Figs 2A & 2B and are mounted in housing 25 at 7 and 4 of Fig 1A & 1B and covered by combination lens/cover 3 shown in Figs. 1A and 1B. The lower row of LEDs of Fig. 2 B are [[is]] operated as~~

a combination inverse function engine power indicator and brake light and the LEDs of Fig. 2A are operated as combination park and directional lights.

Please replace paragraph 18. with amended paragraph 18.

18. During non-braking conditions vehicle battery power 68, Fig 2-C, conducts through the normally closed side of form C contact 32 to voltage regulator E6 at location 33. The 5-vdc output from E6 conducts through the normally closed contact of relay K5 at location 67 to the positive side of the said lower row of LEDs depicted in Fig. 2B at "Z". Throttle position sensor voltage is conducted through the normally closed side of form C contact 78 and 20, Fig. 2C, to input pins 5 of dot/bar bar/dot drivers 42 and 43. A vehicle speed control system engaged signal voltage at 79, Fig 2C, will operate relay K9 opening the normally closed side of contact 78 preventing operation of the engine power function of the multi-function display depicted as the upper row of LEDs 7 of Fig. 1A. The internal voltage dividers of dot/bar bar/dot drivers 42 and 43 are connected in series [[.]] by connecting pin 6 of 42 to pin 4 of 43. The low end of the voltage operating range of the series dot/bar bar/dot drivers is set by manual adjustment of adjusted by variable resistor R12 at location 60 and connected to pin 4 of bar/dot driver 42. The high end of the voltage operating range is set by manual adjustment of adjusted by potentiometer R9 at location 61 and connected to bar/dot driver 43 at pin 6. The outputs of bar /dot drivers 42 and 43 are connected to the anodes of LEDs 8 between the current limiting resistors 9 and LEDs 8, Fig. 2B. This connection enables the outputs of bar/dot drivers 42 and 43 to switch the LEDs to on with no input, or a low input on pins 5 of bar/dot drivers 42 and 43. In put As the input voltage 77 from the throttle position sensor (TPS) to pins 5 of bar/dot drivers 42 and 43 that is increases above the adjusted low end of range voltage of bar/dot driver 42, the first output of driver 42 at pin 1 is switched on and LEDs 20 A&B on the left and right end of LEDS 8 on Fig. 2B are switched off. Further increasing the TPS voltage at 77, Fig.2C, will turn off LEDs 8, Fig. 2B in sequence from LEDS 20A & 20B toward LEDs 1A & 1B. TPS voltage at 77, Fig. 2C, above the high-end of range set point will turn on all outputs of drivers 42 and 43 and turn off all LEDs 8 on Fig. 2B. Decreasing TPS voltage at 77, Fig. 2C, down to the set point defining the top of display range will turn off top of display driver output

pin 10 of bar/dot driver 43 illuminating the two center segment LEDs 8 at 1A and 1B of Fig. 2B. Further decreases in TPS voltage at 77, Fig. 2C, will turn off more bar/dot driver 42 and 43 outputs and illuminate more display segments adjacent both sides of the center segment LEDs at 1A and 1 B on Fig. 2B. In put voltage from the ~~throttle position sensor~~ TPS to pins 5, Fig. 2C, of bar/dot drivers 42 and 43 that is within the set operating range above the adjusted low end voltage and below the adjusted high end voltage, will operate the bar/dot driver outputs and illuminate the LEDs depicted on Fig. 2B. Operation of the vehicle brake circuit will energize relay K2 at location 31, Fig. 2C, and disconnect input pins 5 of bar/dot drivers 42 and 43 from the ~~throttle position sensor input~~ TPS voltage, 77, and connect said input pins 5 to circuit common [[69]] 72. Circuit common connected to the inputs of bar/dot drivers 42 and 43 will switch off all bar driver outputs and illuminate all ~~lower row of~~ LEDs depicted on Fig. 2B[[.]] as brake lights. Also contact 32 of relay K2, shown at 31 on Fig. 2C, operates [[.]] disconnecting vehicle power from regulator E6 at location 33, and connects connecting said power to regulator E5 at location 34. The 5-vdc output of E6 is replaced by the 7-vdc output of E5 and is connected to the positive side of the ~~lower row of~~ LEDs 8 on Fig. 2B to increase their [[the]] illumination of ~~said lower row of~~ LEDs to that of brake lights. Operation of either the left turn signal at 65 on Fig. 2C or right turn signal at 66 will energize relay K5 at location 67 and open [[the]] normally closed contact 70. Opening contact 70 will inhibit illumination of this ~~lower row of~~ LEDs 8 of Fig. 2B operating in the power indication mode. Opening contact 70 on Fig. 2C during brake light function mode will not inhibit said brake light function.

Please replace paragraph [19] with the following amended paragraph:

19. The ~~upper row of~~ LEDs of Fig. 2A function as [[a]] combination park light lights and as directional turn signal lights. During non-directional turn signal operation conditions 5 vdc is supplied to the anodes of all the LEDs depicted in Fig. 2A. in the upper row. If a left or right turn is signaled the 5 vdc on the signaled side of the display is replaced by 7 vdc, and the signaled side operates [[as]] in a stepped sequence

illuminating from the center to the outer illuminating segment during each signal pulse of voltage on [[said]] the signaled side. When electrical switch S1 of Fig. 2D is manually closed and a left turn signal voltage operates relay K3, B+ voltage conducts through the normally open side of contact 81 and is output to 83 of Fig. 2A operating relay K7 causing the dual-colored LEDs of the combination park and directional light display on Fig. 2A to illuminate amber colored. Right turn directional voltage connected at 64 of Fig. 2D operates relay K4 closing the normally open side of contact 82, location 55, operating relay K8 at location 84 of Fig. 2A, causing the dual-colored LEDs of the right turn signal display to illuminate amber colored. The side opposite the signaled side continues to illuminate in [[the]] a red color park light mode. Also, if the lower row of LEDs depicted in Fig. 2B [[is]] are operating in the power display mode [[it]], they will be inhibited during turn signal operation of the upper row of LEDs [[.]] depicted in Fig. 2A by operation of relay K5 on Fig. 2C.

Please replace paragraph [20] with the following amended paragraph:

20. Park light function of the upper row of dual-colored LEDs depicted in Fig. 2A is accomplished by conducting positive vehicle battery voltage through the normally closed side of form C contact 50 detailed on Fig. 2D as input to display left side bar/dot driver 53, and through the normally closed side of form C contact 57 to the input of right side bar/dot driver 54. Plus 5 vdc is conducted through the normally closed side of form C contact 51 of relay K3, [[at]] location 49, to the anodes of the LEDs common of the LED current limiting resistors, Fig. 2A at G, location on the left half of the upper row of the display at 36, and through the normally closed side of form C contact 56, Fig. 2D, to the anodes of the LEDs common of the LED current limiting resistors, Fig. 2A at H, location 37 of the right half of the upper row of the display at 39. With positive battery as input to pins 5 of bar/dot drivers 53 and 54, Fig. 2D, all bar/dot driver outputs are switched on and all LEDs detailed in Fig. 2A in the upper row illuminate at park light intensity.

Please replace paragraph [21] with the following amended paragraph:

21. When the first left turn signal positive voltage pulse is applied at 63, Fig.2D, it conducts through diode D1 charging capacitor C1 at location 62, and energizing energizes relay K3 at location 49. The discharge of C1 through the coil of K3 maintains K3 in an energized state between turn signal voltage pulses. Form C contact 50 operates removing positive battery from input pin 5 of bar/dot driver 53, and replaces it with a positive left turn directional signal voltage pulse. The positive left turn signal voltage pulse on input pin 5 of bar/dot driver 53 will cause the outputs of bar/dot driver 53 to switch on, beginning with output one which is connected to Fig.2A [[the]] left center LEDs 92 at C1 A&B, and ending with output ten which is connected to Fig.2A left end LEDs C10 A&B. At the end of the left turn signal voltage pulse the left side display illumination will extinguish until the next left turn signal voltage pulse restarts the illuminating sequence. The second form C contact 51 of relay K3, location 49, operates and switches the anode supply voltage G of the LED display left side from positive 5 vdc to positive 7 vdc increasing the illumination intensity of the left side of the display during operation of the turn signal function. Removal of left turn signal positive voltage pulses from 63 de-energizes relay K3 location 49, reconnecting battery positive through the normally closed side of contact 50 to input pin 5 of bar/dot driver 53 [[and]] allowing causing the [[LEDs]] LED anode supply voltage to change from plus 7 vdc back to plus 5 vdc thereby returning the left side of [[said]] the display to the park light function.

Please replace paragraph [22] with the following amended paragraph:

22. When the first right turn signal positive voltage pulse is applied at 64, Fig.2D, it conducts through diode D2 charging capacitor C2 at location 71, and energizing relay K4 at location 55. The discharge of C2 through the coil of K4 maintains K4 in an energized state between turn signal voltage pulses. Form C contact 57 operates removing positive battery from input pin 5 of bar driver 54, and replaces it with a positive right turn directional signal voltage pulse. The positive right turn signal voltage pulse on input pin 5 of bar/dot driver 54 will cause the outputs of bar/dot

driver 54 to switch on beginning with output one, which is connected to the right side center LEDs 92 at D1 A&B of Fig. 2A, and ending with output ten which is connected to right end LEDs 92 at D10 A&B. At the end of the right turn signal voltage pulse the right side display illumination will extinguish until the next right turn signal voltage pulse restarts the illumination sequence. The second form C contact 56 of relay K4 location 55, operates and switches the anode supply voltage H [[of]] to the LED display right side from positive 5 vdc to positive 7 vdc increasing the illumination intensity of the right side of the display during operation of the turn signal function. Removal of right turn signal positive voltage pulses from 64 de-energizes relay K4 location 55, reconnecting battery positive to input pin 5 of bar/dot driver 54 [[and]] allowing causing the [[LEDs]] LED anode supply voltage to change from plus 7 vdc back to plus 5 vdc thereby returning the left side of [[said]] the display to the park light function.

Please delete paragraph [23] that starts with “Fig.3 depicts”:

23. ~~Fig.3 depicts a third embodiment of the invented inverse function illuminating power meter 82 with a typical operational electronic circuit. This description is of an illuminating inverse power meter and operates to wit: An output dc voltage from a throttle position sensor is input to this circuit at 87. Said dc voltage conducts to input pins 5 of dot/bar drivers 85 and 89. The bar driver outputs 95 of bar driver 85 are connected to the left side LEDs at L, location 93, and the bar driver outputs 96 of bar driver 89 are connected to the right side LEDs at M, location 94. Variable resistor R24 at location 92 is adjusted for the low end of the operating range and connected to the first bar driver 85 at pin 4. The high end of range is adjusted with potentiometer R27, location 90, and connected to the second bar driver 89 at pin 6. Input voltage at or below the adjusted low end of range will illuminate all LEDs of the display. Input voltage increases above the low-end set point will extinguish LEDs of the display beginning with the left and right outermost LEDs 20A and 20B and work toward the center of the display. Input voltage at or above the high-end set point will extinguish the center display LEDs 1A and 1B, and all LEDs of the display. Voltage regulator~~

~~E10 at 83 supplies 7 vdc to the anodes of display 82 LEDs, and regulator E11 at 84 supplies 5vdc to the dot /bar drivers 85 and 89. Battery common is supplied to all components of the circuit at 88. J at 80 and K at 81 indicate the illuminating elements of left and right halves of display 82. R28 at 86 is a required load current adjusting resistor for dot/bar driver 85.~~

## ABSTRACT

Please replace the following paragraph beginning with 'Disclosed is" with the following amended paragraph:

Disclosed is [[an]] a multi-function illuminating display illumination device for a motor vehicle combining vehicles that combines an inverse functioning function illuminating engine power indicator, indication [[and]] a brake light, directional lights, and park lights. The solid-state segmented horizontal row engine power display is fully illuminated ~~when the~~ at engine [[is at]] idle. [[The]] Power display illumination decreases incrementally from each end as engine power increases, with [[a]] minimum [[of]] illumination ~~at display center in the center of the display~~ at [[a]] maximum selected and adjusted power point ~~that is selected and adjusted~~, and no illumination when power is above that point. Decreasing engine power to the ~~maximum adjusted maximum~~ power point illuminates the center display segments, followed by incrementally simultaneously illuminating segments adjacent on both sides of the center segments, until all segments are illuminated. Center segment illumination is of minimum intensity minimal with increasing illumination intensity of left and right side LEDs segment pairs. The brake light has priority over the illuminating inhibits power indication [[,]] ~~inhibits the power display~~, and illuminates the complete display as a brake light. At brake light intensity during vehicle braking action. Chasing directional lights have priority over the power indication and park lights and are brighter [[.]] than the park lights.

## Amendments to the Claims

This listing of claims will replace all prior versions, and listings, of claims in the application.

### Listing of claims:

Claims 1-10 (cancelled)

Claim 11 (new)

## **CLAIMS**

The invention claimed is

11. A multi-function illuminating display device for a motor vehicle, including a housing, first illuminating means on said housing to display an inverse function engine power indication (engine power indication), combined with a brake light signal means, and second illuminating means on said housing to display [[a]] left and right directional turn signal means combined with [[a]] left and right park light display means, wherein:

where:

- a. said housing is equipped with a translucent combination lens and cover over an illuminating surface of said housing;
- a. the multi-function illuminating display device comprises a housing and the housing is equipped with a transparent or opaque translucent combination lens/cover on [[a]] an illuminating surface thereof, side of the multi-function illuminating display device;
- b. and where the first illuminating means of the multi function display device used to display an engine power indication and a brake light include includes a horizontal row of single color red light emitting diodes, (LEDs);
- e. and where the second illuminating means includes a horizontal row of dual-color red/amber LEDs: of the multi function illuminating display device used to display a left and a right turn signal indication, and a left and a right side park light indication include includes dual-color red/amber LEDs;
- d. and where the engine power indication has [[a]] an associated electronic circuit that provides enables manual adjustment of electrical parameters that define the

- high and low end limits of an engine power indication operating range wherein within which the red LEDs operate as of the engine power indication operate;
- e. and where the red LEDs of when operating as the engine power indication illumination function of the multi-function illuminating display device do not operate above the manually selected and adjusted high end limit, or below the selected and manually adjusted low end limit, of the engine power indication operating range, and are sequentially activated and deactivated in inverse proportion to the engine power within the operating range; of the engine power indication; illuminating red LEDs;
  - f. and where the engine power indication is controlled to a turned off condition by the associated electronic circuit during the input to said the associated electronic circuit of a vehicle brake light electrical signal;
  - g. and where a vehicle brake light signal input to the associated electronic circuit is displayed by illuminating [[a]] the horizontal row of red LEDs; that is dedicated to the display of both [[a]] an engine power indication and a brake light indication;
  - h. and where the engine power indication is controlled to a turned off condition by the associated electronic circuit during input to the associated electronic said circuit of [[a]] an electrical signal designating a left or right side vehicle turn;
  - i. and where the engine power indication is controlled to an turned off by the associated electronic circuit condition during the time a vehicle speed control system is in [[a]] an turned on condition and a hold speed is selected, in use of the vehicle speed control system;
  - j. and where the horizontal row of red [[Leds]] LEDs when operating as [[of]] the engine power indication [[,]] display decreasing engine power by illuminating center of row LEDs at minimal illumination intensity followed by illumination of corresponding pairs of successive adjacent LEDs at noticeable increasing levels of illumination intensity until left and right end of horizontal row LEDs are illuminated at nominal brake light intensity arranged in a horizontal row, illuminate the LEDs of a left and right end of the row at a nominal brake light

- ~~intensity, and illuminate each adjacent pair of LEDs displace toward the center of the horizontal row, at noticeable decreasing levels of illuminating intensity;~~
- k. ~~and where a activating the left and a right directional turn signal means comprises illuminating is the illumination of the left half [[or]] and the right half, respectively, of [[a]] the horizontal row of dual-colored color re/amber LEDs;~~
  - l. ~~and where the number of illuminated dual-colored red/amber LEDs that illuminate to indicate a signaled left or right turn progressively increases starting with [[from]] the center of the horizontal row of dual-colored red/amber LEDs on the signaled side, to the end of the row of dual-colored LEDs on the signaled side, and then extinguish before continuing the repetitive turn signal sequence and progressing toward the end of the horizontal row of re/amber LEDs corresponding to the direction of the signaled turn, all such LEDs then being extinguished before the sequence is repeated;~~
  - m. ~~and where the horizontal row of red/amber dual-colored directional turn signal LEDs when operating as the turn signal means are illuminated illuminated at a nominal brake light intensity; and~~
  - n. ~~and where, in the absence of a left or right directional turn signal indication, the horizontal row of dual-colored red/amber LEDs dedicated to combination left and right turn signal indication and to a left and right park light will illuminate in a red color at a nominal park light intensity.~~

**Amendments to the drawings:**

Please delete drawings 1(B), 3A and 3B filed 1/20/04.

Please refer to the replacement and annotated drawings attached to the included substitute specification.

The electronic circuit of original Fig. 1 has been removed and new Fig. 2 has been added.

Fig. 2A now includes elements that depict the LEDs as dual colored and of their operation.

Fig. 2B now includes additional location identifiers.

Fig. 2C now includes additional relay K9.

Fig. 2D now includes S1 and an additional contact on K3 and on K4.

Attachment: Replacement sheets for Fig. 1A & B, Fig. 2A, Fig. 2B, Fig. 2C, and Fig. 2D are attached to the substitute specification. (5 replacement sheets)

Annotated sheets depicting the changes to Fig. 1A & B, Fig. 2A, Fig. 2B, Fig. 2C, and Fig. 2D are attached to the substitute specification. (5 annotated sheets showing changes)

**Remarks/Arguments**

In the specification all formalities objected to by the examiner have been corrected.

All references to and descriptions of a first and a third embodiment that support claims one and nine have been removed.

Claims one through ten have been cancelled and new claim 11 is submitted.

Please delete drawings 1(B), 3A and 3(B) filed 1/20/04.

Fig. 1A & B now includes a combination lens/cover as described in claim three and removes an electronic circuit that is no longer claimed.

Fig. 2A now depicts the LEDs as dual colored and includes their operating circuitry as the antecedent basis for claim ten.

Fig. 2B now includes additional locator numbers.

Fig. 2C now includes the speed control relay referred to in claim five.

Fig. 2D now includes the switch means for dual-colored LEDs described in claim ten.

This unique invention is a combination of four automotive lighting signals and functions that co-operate with each other in ways that maximize the transfer of information from a lead vehicle to the driver of a following vehicle with a minimum of confusion.

The applicant thanks the examiner for providing the educating examples and reference materials that, after having been studied, gave this applicant the courage to respond for the first time to a seemingly large and humbling office action that obviously required very much diligent, patient, and time consuming work on the part of the examiner.

Respectfully submitted,

By \_\_\_\_\_

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